

Auctions

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.
MR. GEO. P. LAMMERT has been
instructed to sell by
PUBLIC AUCTION.

on
WEDNESDAY, the 7th June, 1899,
at 2.30 P.M.,
(POSTPONED FROM THE 25TH MAY.)
at his OFFICES in Duddell Street,
in 7 Lots.
THE FOLLOWING VERY VALUABLE
LEASEHOLD AND RECLAMATION
PROPERTIES.

LOT 1.—ALL THAT PIECE OR PARCEL OF GROUND situated at Victoria in the Colony of Hongkong registered in the LAND OFFICE as SECTION C OF INLAND LOT No. 1,414.
Area 538 square feet. Annual proportion of Crown Rent 68/00

The Premises situate upon it are No. 244, Queen's Road Central and consist of a three storeyed Chinese Shop used as a portion of "THE SPORTSMAN'S ARMS", and are let on a lease for 5 years from the 1st March, 1898, at the monthly

LOT 2.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SUB-SECTION No. 2, of SECTION N. OF INLAND LOT No. 211.

Area 538 square feet. Annual proportion of Crown Rent \$8.40.
The premises situate upon it are known as No. 382, Queen's Road Central and consist of

LOT 3.— ALL THAT PIECE or PARCEL OF GROUND situate at Victoria; aforesaid, and registered in the Land Office as SECTION, CONSERVATION BOARD.

The premises situate upon it are known as

LOT 4.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION K OF MARINE LOT No. 199.

Crown Rent \$7.50.
The premises situate upon it are known as
No. 371, Queen's Road West, consisting of a
two storied Chinese Shop and No. 3, Sai Hing

LOT 5.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as SECTION

Area 1,576 square feet. Annual proportion of Crown Rent \$19.20.
The premises situate upon it are known as

LOT 6.—ALL THAT PIECE or PARCEL OF GROUND situate at Victoria, aforesaid

and registered in the Land Office as SECTION
H OF MARINE LOT No. 198.
Area 974 square feet. Annual proportion of
Crown Rent \$11.50

The premises situate upon it are known as No. 4, On Ning Lane, and consist of a Chinese godown.

OF GROUND situate at Victoria, aforesaid, and registered in the Land Office as the Remaining Portion MARINE LOT No. 238, together with the Real Estate therein.

Area of LOT 443 square feet. Annual proportion of Crown Rent \$7.84.

The Reclamation has nearly been completed

For Particulars and Conditions of Sale,
apply to
The Auctioneer;

Messrs. DEACON & HASTINGS,
The Vendor's Solicitors.
Hongkong, 17th May, 1899. [6122

~~SECRET~~

GOVERNMENT NOTIFICATION.
No. 267.
THE following Particulars of Sale of Crown

Land by Public Auction, to be held on
the spot, on
THURSDAY,
the 25th day of May 1860 at 1 P.M. are sub-

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th May, 1899. [672a
Particulars of the letting by Public Auction

Sale, to be held on Thursday, the 25th day of May, 1899, at 3 p.m., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term

of 75 Years.

PARTICULARS OF THE LOT.

No.	Age.	Sex.	Color.	Height.	Weight.	Build.	Complexion.	Stature.	General Appearance.	Particulars.
1	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
2	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
3	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
4	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
5	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
6	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
7	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
8	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
9	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
10	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
11	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
12	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
13	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
14	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
15	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
16	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
17	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
18	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
19	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
20	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
21	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
22	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
23	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
24	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
25	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
26	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
27	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
28	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
29	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
30	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
31	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
32	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
33	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
34	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
35	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
36	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
37	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
38	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
39	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
40	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
41	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
42	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
43	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
44	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
45	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
46	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
47	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
48	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
49	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
50	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
51	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	...
52	75	M	W	5' 10"	175	Medium	Fair	Slender	Well	

No. of Sale	Registry No.	LOCALITY.	MEASUREMENTS.				Contents in Square feet.	Annual Rental.	Usual Price.
			N.	E.	S.	W.			

[illegible]

Wanchai Road 80.2	80	52.7	60	4.548	37	1.203
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THE CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.
NOTICE

A CERTIFICATE for 100 shares numbered 16972/17071 standing in the Register of this Company in the name of Miss E. L. N.

FARREL BROWN having been LOST, Notice is hereby given that a DUPLICATE CERTIFICATE for the said two shares will be issued one month hence and that the

ORIGINAL CERTIFICATE unless produced within that period will, thereafter, be held by the Company as null and void.

Per pro: SHEWAN TOMES & CO.

ANTHONY BABINGTON
General Manager
Hongkong, 3rd May 1890



100

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SUNDAY, 21st May, at Daylight.
INABA MARU	YOKOHAMA (DIRECT).	WEDNESDAY, 24th May, at 4 P.M.
KASUGA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU	SEATTLE, (WASH. U.S.A.) via KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th May, 1899.

SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 300,000

Head Office: 15, Avenue Hallegue, Paris

WORKS IN EUROPE: at Bordeaux (DYLE), France and Louvain (BACALAN), Belgium

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Axles and Axle combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

CONTRACTORS FOR Constructing and Working Railways and Tramways

M. Oppenheimer & Co., Paris.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores body-heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & CO., Hongkong.

NOTICE.

WHY

ARE POLICIES OF THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES to be preferred before those of any other Company?

BECAUSE Equitable Policies are to the intending assured what Consols are to the investor.

BECAUSE the Equitable is the strongest Life Company in the world, having over 11 Millions sterling of Surplus, and

BECAUSE Surplus not only means financial strength, but is also the fund from which dividends to policyholders are paid.

BECAUSE Dividends to policyholders must be earned before they can be paid, and during the last ten years the Equitable's Surplus Earnings have been larger than those of any other Company.

BECAUSE during the past five years the Equitable has paid each year more than £400,000 in dividends to policyholders. No other Company can point to such a record.

BECAUSE the Policies of the Equitable are paid more promptly than those of any other Company.

AND THEREFORE BECAUSE a man assuring the Equitable secures a contract backed by the Company which is the strongest in the world, which carries greater profits, and which pays its Policies more promptly than any other Company.

Assets: £53,826,937 Stg.
Surplus: £11,939,085 Stg.

F. KIENE, Acting Manager,
No. 9, Queen's Road, Hongkong.
Hongkong, 21st April, 1899. [549a]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES, HALL, 66, Queen's Road, Central, Hongkong.

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at Kowloon, residents of this District are informed that ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899. [610a]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China:—LÜTGENS, EINSTAMM & Co.
Hongkong, 11th September, 1896. [19]

To be Let.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to this Office.
Hongkong, 17th May, 1899. [664a]

WITH IMMEDIATE POSSESSION.

A FIVE-ROOMED BUNGALOW, situated on MOUNT GOUGH called KIRKENDOA. Apply to

H. L. DENNIS, Supreme Court.
Hongkong, 5th May, 1899. [619a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the 1st PERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [598a]

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills.

"BAHAR LODGE," THE PEAK, 6, ORMSBY TERRACE—Kowloon. GROUND and 1st FLOORS; 52, PUEL STREET.

OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to THE HONGKONG LAND INVESTMENT AGENCY CO. LTD., Hongkong, 18th May, 1899. [15]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899. 1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th June, 1899.
EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 17th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Sunday, 21st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 21st May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company: Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1899. [1310]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," 4,435 tons gross register, will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, VIA MOJI, KOBE, & YOKOHAMA. The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES. For information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 18th May, 1899. [164a]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora... [3750] J. McGillivray... [May 30]
Olympia... [2837] J. Truebridge... [June 17]
Victoria... [3502] J. Pantou... [July 4]
Tacoma... [2811] A. Dixon... [July 29]

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lenox... [3677] Williamson [June 3]
Columbia... [2976] N. Moncur [July 8]
Nonmouthshire [2874] W.A. Evans [July 22]
Lenox... [3677] Williamson [Aug. 19]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE will proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 12th May, 1899. [14]

FOR SAN FRANCISCO.

THE "QUEEN MARGARET"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to SHAWAN, TOMES & CO., Hongkong, 19th May, 1899. [164a]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Lat. Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG...	HAVRE and HAMBURG.	23rd May.	Freight and Passage.
Schiller	(LONDON with transshipment in HAMBURG)	About 30th.	Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	May 31st.	Freight and Passage.
Hildebrandt	(LONDON with transshipment in HAMBURG)	About 15th.	Freight and Passage.
BANBERG	HAVRE and HAMBURG.	June 1st.	Freight and Passage.
Voss	(LONDON with transshipment in HAMBURG)	About 25th.	Freight and Passage.
*KONIGSBERG	HAVRE and HAMBURG.	June 1st.	Freight and Passage.
Christiansen	(LONDON with transshipment in HAMBURG)	About 5th.	Freight and Passage.
DEIKE	NEW YORK.	July.	Freight and Passage.
RICKMERS	via SUPER CANAL.	July.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

[981]

CARLOWITZ & Co., Agents.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO, AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... [3406] about 1st May 30

Belgian King... [3379] about 1st June 20

Carmarthenshire... [2829] about 1st July 20

Carlisle City... [3002] about 1st Aug. 20

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight and Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 15th May, 1899.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM TOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen... [Wednesday] 24th May.

Sachsen... [Wednesday] 21st June.

Bayern... [Wednesday] 19th July.

Prinz Heinrich... [Wednesday] 16th Aug.

Preussen... [Wednesday] 13th Sept.

Sachsen... [Wednesday] 11th Oct.

Bayern... [Wednesday] 8th Nov.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipt will be signed for less than £2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and

THE COLONIES.

WOMEN AND COLONIAL SETTLEMENT.

A letter on the subject of a prospective training home for lady colonists, to be established in the North-West Territories of Canada, says *The Mail*, draws attention to a new and not unimportant development of the movement of Imperial expansion. It has begun to be recognized as an evil in the movement that one result is to deplete this country of a valuable and energetic section of its manhood, while it leaves women in excessive numbers unprovided for. Each fresh census shows the disproportion between the numbers of men and women to be increasing. The surplus of a quarter of a million of women over men, which used to be talked of with some alarm 20 years ago has risen to a million and a quarter, and shows no sign of probable diminution. Ingenious calculations are made to show the percentage of women who, putting other causes for remaining single aside, must remain unmarried for want of a sufficient number of men to provide for them, and a demonstration of the large number of women who are forced to work in order to provide themselves with bread is to be readily found in the overcrowded state of all professions which are open to their competition. The United Kingdom should eventually become a country in which women largely predominate in the population is a consequence of Imperial expansion which the most ardent Imperialists would shrink from contemplating. It is obvious to those who have acquaintance with the facts of colonial settlement that there is no need for such a thing. The surplus of women, the growing disproportion needs only to be noted in order to bring its own remedy into operation. The women who are a surplus here are badly wanted in the newly-settled districts of the Empire. The whole question resolves itself into one of organization by means of which they shall be enabled to take the part that naturally belongs to them in a development so important to their welfare.

It is, perhaps, difficult to realize at home, but it will be clearly in the mind of every one who has travelled observantly through the outlying portions of the Empire, that one of the most urgent needs which decline themselves after safety to life and property has been assured in a new district is the need of industrious, cheerful, and healthy women, prepared to exert themselves in their natural capacity as home-makers. Classes in our sense of the term disappear rapidly in new countries, but the traditions, tastes, and habits which tend to form a class where populations are numerous enough to supply a sufficient number of individuals of each kind remain, and the men of all classes who find themselves thrown together in new circumstances need women of all classes to make their homes. The doubt which presents itself is not whether women are wanted on the outskirts of civilization. It is whether women of the right kind can be enabled to face the conditions which they will find there with a fair chance of success. One of the many classes of Englishmen who migrate to the newer portions of the Empire is the young English gentleman. Sons of clergymen, lawyers, doctors, military and naval officers of good breeding and traditions, but as poor in worldly possessions as the sons of artisans, go in increasing numbers every year. These men in different portions of the Empire have held their place as natural leaders in the movement of expansion. They need the woman of their own class to make their homes, and it has been generally assumed that that requirement could not be met. But the possibility suggests itself, as one of the consequences of the more intimate knowledge now generally possessed of the conditions of the problem, that the young English gentlemen of this class are perhaps no less naturally fitted to take a place in leading a movement of women outwards towards the borders of the Empire than their brothers have been in leading men. They are harder, more active in out-of-door habits, better bred and better fitted than their contemporaries of the less-favoured labouring classes. They have the intelligence to initiate, and, like their brothers, they are deterred by the wholesome spur of poverty either present or prospective. Where they may have the courage to make openings for themselves leading to material success, other women will doubtless follow, and if the endeavour be judiciously directed another generation may see a common acceptance of the custom that the young women no less than the young men of the United Kingdom should confidently seek a living wherever the British flag flies in a temperate climate.

It is with a view of putting this possibility to the test of practice that the institution of a training home for lady colonists in the centre of the vast arid lands of the North-West Territories of Canada is now proposed. The intention is that in a home such as this, either from the United Kingdom or from other parts of the Empire, who have a desire to take part in the work of settlement should receive the necessary training and be prepared for the practical conditions of the life to which they propose to devote their energies. There is much to be said in favour of the execution of such a scheme. The Canadian prairies offer an admirable field for the institution of an experiment of the kind. The climate is one of the best in the world, the soil is good, land is so cheap that one year's moderately successful crop will repay the capital cost of purchase, as well as the actual cost of production, markets are at hand for the disposal of produce, the position is relatively near to England, and the moral surroundings are of the wholesome kind to which parents and guardians could without fear confide the destinies of the young people in the world. To feel that the institution of such a home is a mere consolation to the parents viewing the departure of a first daughter with natural dismay. To know that there are no physical dangers to be faced is a guarantee of first importance. Nowhere more than upon the Canadian prairies are women needed for the purpose of inventing the bare log houses known as "shacks," with the comforts and the dignity of women. But the objection to a large number of instances, knowledge, and that to face the life without it is to subject themselves to too severe a strain. The object of a training home situated in the North-West Territories will, of course, be to reach on the prairies the life of the prairie. The Canadian Government have already greatly helped the intelligent development of prairie settlement by the institution of experimental farms, or, as they are called, Government experimental farms, where the best instruction in practical agriculture, and the supplementary sciences, can be readily obtained. Dairy farming, gardening, poultry rearing, stock raising, bread-making, cooking, washing, and other household arts would form part of the course, and the young women would be able to put into practice what they learned in the home. It is believed that young ladies who may in some instances, perhaps, be well suited for the prairie life, but who would not be suited for the life of a city, might find in such a home a most valuable training.

posed that they will in the first instance work in cooperation with their former brothers on a system of mutual profit.

The institution of such a college, if carried out successfully, would solve the most difficult problem which presents itself to the minds of many parents anxious to give their daughters, with due precautions, the opportunity of learning in such an institution fit themselves for a settler's life. But there is a practical objection which has to be taken into consideration. Education is costly, and in the families from which the majority of these girl settlers would presumably be drawn money is usually scarce. At the age of 19 or 20, when a college course would possibly begin, the boy who goes to farm in the colonies hires himself as an unskilled labourer to a local farmer and gains his experience while he earns his bread. For the girl's education parents who have no money to spare would be asked to pay. To make the first working of the experiment successful it is essential that the cost of the scheme should be reduced to the lowest possible figure. If the Canadian Government felt the value of introducing a good class of settlers to the North-West Territories to be worth the expenditure of a little money, and showed itself disposed to subsidize a system of organized institutions in connexion with the existing system of experimental farms, private subscription and endowment might then do more to bring a serviceable training in the essential requirements of a settler's life within the reach of ladies desirous of entering upon a colonial career. The successful inauguration of such a scheme, copied, as it could scarcely fail to be, in other colonies, would render a service to the cause of Imperial consolidation of which the substantial value would long outlast more showy performances professing to further the same objects.

WISACORES AND WIRELESS TELEGRAPHY.

Serious people are always forthcoming to improve our minds with such original observations as "There is nothing new under the sun," and so on. We need, therefore, feel no surprise that the advent of wireless telegraphy has set the wisacores "wondering whether the discovery is really as new as it claims to be. A correspondent of the *Times*, however, has hit upon a really interesting passage in the *Spectator*, written in December, 1711, which does strike one by its anticipation of Signor Marconi's invention. Here it is:—

"Strada in one of his Productions gives an account of a chimerical correspondence between two friends by the help of a certain loadstone, which had such virtue in it that if it touched two several needles, when one of the needles so touched began to move, the other, though at ever so great a distance, moved at the same time and in the same manner. He tells us that the two friends, being each of them possessed of one of these needles, made a kind of dial-plate, inscribing it with the four-and-twenty letters of the same manner as the hours of the day are marked upon the ordinary dial-plate. They then fixed one of the needles on each of these plates in such manner that it could move round without impediment so as to touch any of the four-and-twenty letters. Upon their separating from one another into distant countries, they agreed to withdraw themselves punctually into their closets at a certain hour of the day and to converse with one another by means of this their invention. Accordingly, when they were some hundred miles asunder each of them shut himself up in his closet at the time appointed, and immediately cast his eye upon his dial-plate. If he had a mind to write anything to his friend he directed his needle to every letter that formed the words which he had occasion for, making a little pause at the end of every word or sentence to avoid confusion. The friend, in the meanwhile, saw his own sympathetic needle moving constantly pointed at the letters which his correspondent pointed at, by this means they talked together across a whole continent, and conveyed their thoughts to one another in an instant over cities or mountains, seas or deserts."

A more recent claimant of the idea appears in Mr. Robert Cromie, who writes in the *Literary World* to point out that in his novel entitled "A Plunge Into Space," published in 1890, the following passage occurs:—

"Complementary mechanisms are constructed. These answer only to each other, but fifty or five thousand mechanisms may be constructed, all answering to one, or vice versa, one to the five thousand. A message of sight or sound is flung upon the air, is plunged into the sea, is fired into the ground. At the end of the journey, be that a mile or a million—it is picked up by the waiting machine, which can only hear what its fellow may say, or see what he may show."

This, too, is a striking coincidence. But, after all, to whatever extent principles may have been discovered or hinted at previously, we rightly

FORTUNE FOR A YOUNGSTER.

FRANK GOULD, ON COMING OF AGE, HAS \$100,000,000 PLACED TO HIS CREDIT.

Young men who come into a fortune of \$100,000,000 on their twenty-first birthdays are rare enough to be interesting. Their characters and opinions even are important, for the reason that \$100,000,000 carries with it great power, which may be used for good or for evil, not only to the posterity of the money, but also to the community at large. The indications are, says *Littell's Weekly*, that Frank Gould, to whom attainment of majority has just brought a fortune of ten millions, will put his money to good use. There is no probability that any of it will be squandered, for Frank inherits his father's strong common sense and quiet tastes. He has no bad habits, nor even expensive ones. He is much more interested in the great activities of the time—money is invested than in any of the time-killing frivolities of the "Four Hundred" and the average New York city young man who is rich enough to be independent of work. Frank Gould is not independent of work. He is ambitious to follow in the footsteps of his father, the late Jay Gould, and become a power in the world of commerce and finance. He has been an employee of the Missouri Pacific Railway, and close study has mastered all of the details of its operation, of this great railroad system. It is his intention to apply himself to the practical working of the other great properties controlled by the Gould millions, and thus to be a complete master of the position which his money and interests will give him. Frank Gould resembles his sister Helen in his fine character and gentle disposition. They both reside in the sister's mansion at Irvington, and there is a deep sympathy and affection between them. Miss Helen Gould's influence has undoubtedly been one of the chief influences in making Frank Gould the promising young man that he is.

Shipping STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"SUISANG,"
Captain E. J. Tadd, will be despatched as above TO-MORROW, the 20th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATTHEW & CO.,
General Managers.
Hongkong, 19th May, 1899. [6574]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"CHIHLI,"
Captain Newcomb, will be despatched as above TO-MORROW, the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th May, 1899. [6594]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TAKOW.
THE Company's Steamship
"SZECHUEN,"
Captain Hall, will be despatched as above TO-MORROW, the 20th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th May, 1899. [6694]

FOR SHANGHAI, YOKOHAMA & KOBE.
THE Steamship
"BIRCHTOR,"
Captain Belleme, will be despatched as above on or about SATURDAY, the 20th instant.
For Freight or Passage, apply to
DODWELL & CO., LIMITED.
Agents.
Hongkong, 12th May, 1899. [6444]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAIMUN,"
Captain Milroy, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 18th May, 1899. [6734]

THE OSAKA SHOSHEN KAISHA, LIMITED.
REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.
THE Steamship
"SUMIDAGAWA MARU,"
Captain Namekata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 15th May, 1899. [6494]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th May, 1899. [6514]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"UNDAUNTED,"
will be despatched for the above port, on or about the 24th instant; to be followed by the S.S. BENLOMOND about 3rd June.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 12th May, 1899. [5472]

CHINA NAVIGATION COMPANY, LIMITED.
FOR NAGASAKI AND KOBE.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th May, 1899. [6672]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barville, will be despatched as above on THURSDAY, the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th May, 1899. [6614]

THE "MOGUL" LINE OF STEAMERS.
FOR YOKOHAMA AND KOBE.
THE Steamship
"AFRIDI,"
Captain Golding, R.N.R., will be despatched for the above ports, on FRIDAY, the 26th instant, at Noon.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th May, 1899. [6764]

Shipping STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship
"VORTIGERN,"
Captain Fairweather, will be despatched for the above port, on or about the 27th instant.
To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI," at Short Intervals.
For Freight, apply to
DODWELL & CO., LIMITED.
Agents.
Hongkong, 13th May, 1899. [5464]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on THURSDAY, the 1st June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1899. [6714]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched on FRIDAY, the 2nd June.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1899. [6664]

Consigners.
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, AND LIVERPOOL.
THE Company's Steamship
"KINTUCK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.
Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.
Hongkong, 13th May, 1899. [6484]

Intimations.
CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

MEE CHEUNG, PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
IS now in a position, in his New and Co-modious Premises, to eclipse as far as ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September 1898. [45]

A COURSE FOR ASTHMA!!!
GRIMAUD'S
INDIAN CIGARETTES
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAUD & CO., Paris, hold all the rights.

GRIMAUD'S
Matico Capsules
AND INJECTION
Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges of the prostate, Gonorrhoea, and Syphilis. It is not the inconvenience of prostatic injections.
MATIO INJECTION is used in recent MATICO CAPSULES in chronic cases.
GRIMAUD & CO., Paris, hold all the rights.

NOTICE.
Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
GERARD C. TONRY, American bark, J. F. Squire, R. Order.
QUEEN MARGARET, British ship, Fraser, Standard Oil Co.

Intimations.
THE NEW-FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Volpelli, and others, combines all the desiderata, to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
THERAPION No. 2, for impurity of the blood, scurvy, pimples, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones: sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.
THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.
THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [66]

Intimations.
SERRAVALLO'S
FERRUGINOUS QUININE.
THE GREAT AUSTRIAN TONIC
OF PERUVIAN BARK AND IRON.
Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.
Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37]

F. CAZANOVE,
BORDEAUX.
GOLD MEDALS
Bordeaux, 1882. Paris, 1889.
LIQUOR
OF THE REVEREND FATHER
A. KERMANN.
This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES THE DIGESTION.
TONIC WINE
Of the Rev. Father A. KERMANN
MOE-KINA of Dr. GÖLZ
CREME DE MANDARINE
AYELINE ANISETTE SUPERFINE
Apply to
LAENDLER & Co., Paris.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42]

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.
Agents:—
Milk's Coal Mines,
Osaka Coal Mines,
Kanada Coal Mines,
Tokyo Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Imperial Government Paper Mills, Japan,
Cotton Cleaning and Wkg. Co., Shanghai,
Onoda Cement Company, Japan,
Kaneaguchi Cotton Spinning Mill, Japan,
The Miike Cotton Spinning Mill, Limited,
Tokyo Cotton Spinning Mill, Japan,
Hayashi Clock Factory,
Hongkong, 11th December, 1896. [45]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JAYES FLUID
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & CO.,
Bank Buildings,
Hongkong, 9th March, 1897. [11]

LEVY HERMANOS.
DIAMOND, JEWELLERS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLAXTON CO., Ltd., DUNLOP TYRES'S BICYCLES—PRICES \$160.
A special reliable Watch made for this Climate.
Quality A. \$16
Quality B. \$12
Quality C. \$8
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

Intimations.

LET 'EM ALL COME TO YEE CHUN'S STUDIO at No. 56, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899. [564]

THE MUTUAL STORES.
26, 28 & 30, POTTINGER STREET.
Have just received another Consignment of LIPTON'S FAMOUS GOODS INCLUDING COFFEE, JAM, BACON, ETC., ETC.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE, OPEN DAY AND NIGHT.
SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines of more than average length.
ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK INCLUDING:—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
TELEPHONES,
WIRE, &c., &c.
PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS Erected and kept in order.
Estimates given for all kinds of Electrical work.
Trained Mechanicians sent to Out-Ports to fit up installations if required.
NOTE ADDRESS:—13, PRAYA CENTRAL.
For full particulars &c., &c., Apply to
W. STUART HARRISON, Manager.
Hongkong, 18th January, 1898. [13]

For Sale.
NOW READY
HONGKONG RACES, 1899.
THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.
PRICE 30 CENTS.
Only a limited Number printed.
Send Orders early to
The Manager,
HONGKONG TELEGRAPH OFFICE,
20, QUEEN'S ROAD CENTRAL,
Hongkong, 15th March, 1899.

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Hongkong, 18th January, 1898. [13]

Intimations.

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have this day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTERS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & C. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1899.

THE LEADING CATERERS.
COMPARE OUR
MEMU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899.

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.

AN APPEAL.
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents
of Hongkong and the Post Office, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars, renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioresse will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1892.

The Share Market.

LATEST QUOTATIONS.
(May 19th.)
Banks.

Hongkong and Shanghai Banking Corporation
—296 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
—4 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—
—55 buyers.
National Bank of China, Ltd.—\$22.
Do. —\$22.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$225
buyers.
China Traders' Insurance Co., Ltd.—\$61.
North China Insurance Co., Ltd.—\$118.
Yangtze Insurance Assoc. Ltd.—\$114.
Canton Insurance Office, Ltd.—\$142.
Straits Insurance Co., Ltd.—\$41.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$310.
China Fire Ins. Co., Ltd.—\$82.
Shipping.

Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$32.
Indo-China Steam Navigation Company, Ltd.—
\$68.

China and Manila S.S. Co., Ltd.—\$79.
Douglas Steamship Co., Ltd.—\$66.
China Mutual S. N. Co., Ltd.—(Preference)—
—\$9.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
—\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
—\$5.10 buyers.

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—\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
—\$5.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—
—\$5.10 buyers.

MISCELLANEOUS.
Green Island Cement Co., Ltd.—\$24.
China-Borneo Co., Limited—In liquidation.
A. S. Watson & Co., Limited—\$14.
Hongkong Electric Co., Limited—\$11.
Hongkong Road China Gas Co., Ltd.—\$12.
Hongkong Rope Manufacturing Co., Ltd.—\$17.
Geo. Fenwick & Co., Ltd.—\$35.
Hongkong Ice Co., Ltd.—\$12.
Hongkong High Level Tramways Co., Ltd.—
\$142.
Dairy Farm Co., Limited—\$33.
Campbell, Moore & Co., Ltd.—\$11.
Bell's Asbestos Eastern Agency, Limited—\$1
nominal.
Bells Asbestos Eastern Agency, Limited—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$85.
Ewo Cotton Spinning & W. Co., Ltd.—\$15.
International Cotton Mfg. Co., Ltd.—\$15.
Laou-kung-mow Cotton Spinning & Weaving
Co., Ltd.—\$15.
Soy Chee Cotton Spinning Co., Ltd.—\$15.
Yahloong Cotton Spinning Co., Ltd.—\$15.
Tebrau Planting Co., Ltd.—\$5 per share.
Tebrau Planting Co., Ltd.—\$5.
BENJAMIN KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 19th May.
ON LONDON, Telegraphic Transfer111
Bank Bills, on demand 1/11 11/16
Credits, 4 months' sight3/0
D'ments, 4 months' sight2/0
ON BERLIN, Bank Bills, on demand2/0
Credits, 4 months' sight2/0
ON NEW YORK, Bank Bills, on demand4/7
Credits, 30 days' sight4/7
ON BOMBAY, Telegraphic Transfer147
On demand147
ON SHANGHAI, Telegraphic Transfer72
Private, 30 days' sight72
ON YOKOHAMA, T.T.44 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.02
Gold Leaf 100 touch, per tael\$12.75
Bar Silver\$12.75
Dollars12 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 19th May.
New Patna,745 per chest.
Old Patna,765
New Benares,737
New Malwa, credit,700 per picul.
(Allowance, 100 lbs. 200 lbs.)
Old Malwa, credit,750/80.
Persian, paper690/770.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mrs. John Angus
Mr. G. A. Apur
Mr. B. J. Barlow
Mrs. Beatty and child
Mr. W. J. Blackhall
Mr. C. L. Borrett
Mr. and Mrs. A. H. Bottenheim
Capt. Burnie
Mr. C. M. G. Burnie
Dr. F. W. Clark
Mr. C. Crank
Mr. P. F. David
Miss Drum
Mr. A. H. Ellis
Mr. F. P. Fell
Mr. Carl Franke
Mr. John Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. and Mrs. A. G. Griffin
Mr. J. H. Grimes
Mr. E. H. Hall
Mr. R. J. Hall
Mr. B. F. Hamersley
Mrs. Hillman
Mr. E. H. Hinds
Mr. C. H. Horsey
Mr. T. Howard
Mr. Wm. K. Hughes
Mr. and Mrs. Joseph
Mr. and Mrs. Judah
Mr. and Mrs. Kiene
Mr. Kingham
Mr. J. Kirkwood
Mr. M. Laxson
Miss Lago
Mr. Somerville Large
Mr. Leon A. Léry
Miss Lopez
Mrs. J. L. Mayers
Mr. B. C. Mager
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Capt. Payne
Miss Payne
Mr. W. Pearse
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Mr. S. J. Robins
Mr. C. S. Sherington
Mr. P. Sick
Mr. H. Simkins
Mrs. Stoddie
Mrs. Cavendish Taylor
Mrs. Cavendish Taylor
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Mr. and Mrs. Tooley
Mr. W. Uldall
Mr. and Mrs. W. Whitey
Miss Whitley
Mrs. Bagnall, Wild
Mr. R. A. R. Appoch
Miss Egan

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Mr. H. H. Beer
Mr. E. M. P. P. P.
Courtatone
Mr. D. G. Hariaya
Mr. F. Hariaya
Mr. S. Haywood
Miss Carline Jahring
Mr. A. Kajiwar
Mrs. Alma Koch
Mr. R. Kruse
Mr. C. L. Lina
Dr. F. Lora
Mr. W. T. Montarat
Mr. Morrison
Mr. Oppen
Mr. E. Ch. Orosko
Mr. M. F. Santa
yama
Mr. K. Sayilli
Mr. F. Smoyue
Mr. J. Stevenson Tod
Dr. L. A. Warner
Mr. and Mrs. Earl H. Webb
Mr. J. A. Welsh
Miss West
Mr. Marcos Zubeldia

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Mr. H. R. Hardcastle
Lieut. R. P. Hobson,
Mr. H. F. R. Brayne
Mr. G. H. Bryant
Mr. P. Bure
Capt. G. A. Callaghan,
R.N.
Mr. G. J. Chapman
Capt. and Mrs. A. C.
Clarke, R.N.
Capt. van Corbach
Mr. C. D. Dand
Mr. and Mrs. W. H. T.
Davis and child
Mr. A. L. Denison
Col. H. Elsdale
Col. G. J. H. Evatt
Comdr. Crosswell
Mr. J. S. Ezekiel
Miss Ezekiel
Mr. A. Forbe
Lt. Col. A. R. Fraser
Mr. E. H. Frost
Colonel E. H. Gorges
Mr. Oppen
Mr. E. Ch. Orosko
Mr. M. F. Santa
yama
Mr. K. Sayilli
Mr. F. Smoyue
Mr. J. Stevenson Tod
Dr. L. A. Warner
Mr. and Mrs. Earl H. Webb
Mr. J. A. Welsh
Miss West
Mr. Marcos Zubeldia

CRAGIEHURN.

Lieut. J. G. Armstrong, Mr. Miguel Ossorio's
family.
Mr. Armstrong & son
Mr. A. R. Browne
Mr. Alexander Donald
Rev. F. Flynn, R.N.
Major M. M. Morris,
R.A.
Mr. Morris
Hon. and Mrs. K. D.
Major and Mrs. Whitlow
Miss O'Connell
Miss O'Connell

VESSELS IN PORT.

Steamers.

AFRIDA, British steamer, 2,154, T. Golding,
15th May, Saigon 11th May, Rice—
Chinese.
AUSTRALIAN, British steamer, 3,000, P. T.
Helm, 16th May, Kobe 11th May, General—
Gibb, Livingston & Co.
BENLARI, British steamer, 1,453, R. Koble,
17th May, Saigon 13th May, Rice—
Gibb, Livingston & Co.
CHILLI, British steamer, 1,158, Newcomb,
14th May, Tongku 8th May, General—
Butterfield & Swire.
CHINA, German steamer, 1,115, P. Voss, 17th
May, Saigon 13th May, Rice—Siemens
& Co.
DEN OF OGIL, British steamer, 2,821, Singer,
15th May, Singapore 4th May, Kerosine—
Arnold, Karberg & Co.
DON JUAN DE AUSTRIA, American steamer,
Rowin, 20th Jan., Manila 16th January.
GLENLOCH, British steamer, 2,997, James
McGregor, 16th May, London and Singa-
pore 10th May, General—Jardine, Mathe-
son & Co.
GODAREY, French steamer, 713, Orsini, 1st
April, Saigon 25th March, General—
Chinese.
HAIMUN, British steamer, 636, A. Mitroy,
18th May, Tamsui 16th May, General—
Douglas, Lapraik & Co.
HOKOKU MARU, Japanese steamer, 1,672,
S. Kamamura, 12th May, Cebu 7th May,
Coal—Order.
HONGKONG MARU, Japanese steamer, 3,385,
W. E. Filmer, 18th April, San Francisco
17th May, Honolulu 25th, Yokohama 12th
April and Kobe 13th, General—J. S. Van
Buren.
HYSON, British steamer, 2,779, D. Davies, 26th
April, Moji 22nd April, Coal—Holiday,
Wise & Co.
KATSUJIMA MARU, Japanese steamer, 1,096,
H. Yamada, 18th May, Saigon, 13th
May, Rice and Rice-flour—Dowdell & Co.
KEONG WAI, British steamer, 1,115, R. Un-
worthy, 2nd May, Bangkok 26th April,
Rice and Timber—Yuen Fat Hong.
MARIE JENSEN, German steamer, 1,778, T. C.
Mathiesen, 18th May, Java 8th May,
Sugar—Jensen & Co.
MICHAEL JENSEN, German steamer, 710, H.
Bendixen, 15th May, Moji 9th May,
Coal—Melchers & Co.
NIPPON MARU, Japanese steamer, 3,302, J. F.
Allen, 10th May, San Francisco 12th
April, and Shanghai 8th May, General—
P. O. S. N. Co.
PHRA CHOM KHAO, British steamer, 1,011,
Fowler, 9th May, Bangkok 1st May,
Rice—Yuen Fat Hong.
PRONTO, German steamer, 632, H. Grandt,
18th May, Swatow 17th May, General—
Douglas, Lapraik & Co.
QUARTER, German steamer, 1,146, H. Johansen,
15th May, Saigon 11th May, Rice and
Paddy—Sander, Wieler & Co.
SALVADORA, American steamer, 688, J. Goete-
salo, 12th May, Amoy 15th May, Gen-
eral—Brando & Co.
SUISANG, British steamer, 1,776, Geo. Payne,
15th May, Calcutta 27th April, Penang
and Singapore 9th May, General—Jardine,
Matheson & Co.
SUMIDAGAWA MARU, Japanese steamer, 460,
S. Nakekato, 17th May, Swatow 16th
May, General—Mitsui Bussan Kaisha.
SUNGKIAN, British steamer, 994, C. B. N.
Dodd, 10th May, Manila 7th May, General—
Butterfield & Swire.
THALES, British steamer, 820, T. P. Hall,
17th May, Fochow 14th May, and
Amoy 15th, General—Douglas, Lapraik
& Co.
TRIGONIA, British steamer, 1,069, Phillips,
16th May, Shanghai 13th May, General—
Arnold, Karberg & Co.
ZWEENA, British steamer, 940, J. H. Nesbitt,
18th May, Hoilo 14th May, Dye-wood
and Sugar—Chinese.

Sailing Vessels.

ERIE J. RAY, American bark, 918, Kasten,
11th May, Singapore 12th April, Timber—
Sander, Wieler & Co.
G. C. TOBEY, American bark, 1,390, J. F.
Shurtlett, 4th May, Tacoma 7th May,
Timber—Order.
HENRY FAIRLIE, American ship, 1,850,
Merremann, 23rd May, Tacoma 12th Jan.,
Timber—Master.
KASCUISO, British ship, 1,192, Lewies, 25th
Jan., Newcastle 19th November, Coal—
Master.
QUEEN MARGARET, American ship, 1,999,
Fraser, 5th May, New York 17th Sept.,
Kerosine Oil—Standard Oil Co.
WILLY KICKMERS, German 4-mast bark, 1,968,
A. Wiedrich, 12th May, Cardiff 16th Dec.,
Coal—Arnold, Karberg & Co.

Post Office.

A Mail will close:
For Yokohama and Kobe—Per Brichetto to-
morrow, the 20th instant, at 8 A.M.
For Amoy and Tamsui—Per Pronto to-
morrow, the 20th instant, at 9 A.M.
For Singapore, Penang and Calcutta—Per
Suisang to-morrow, the 20th instant, at 10 A.M.
For Europe, &c., India, via Taitou—Per
Salasie to-morrow, the 20th instant, at 10.15 A.M.
For Shanghai—Per Trigonia to-morrow, the
20th instant, at 1 P.M.
For Vladivostok—Per Michael Jensen to-
morrow, the 20th instant, at 1 P.M.
For Singapore and Colombo—Per Kowachi
to-morrow, the 20th instant, at 1 P.M.
For Swatow, Amoy and Tamsui—Per Hai-
mum to-morrow, the 20th instant, at 5 P.M.
For Swatow, Amoy and Tamsui—Per Sumi-
dagawa Maru to-morrow, the 20th instant, at
5 P.M.
For Takow—Per Zeehuven to-morrow, the
20th instant, at 5 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Nippon
Maru to-morrow, the 20th instant, at 5 P.M.
For Shanghai—Per Loongmoon on Monday,
the 22nd instant, at 9 A.M.
For Kobe—Per Zeehuven Maru on Tuesday,
the 23rd instant, at 11 A.M.
For Amoy and Manila—Per Emeraldal on
Tuesday, the 23rd instant, at 3 P.M.
For Timor, Port Darwin, Thursday Island,
Cooktown, Townsville, Brisbane, Sydney and
Melbourne—Per Australian on Tuesday, the
23rd instant, at 3 P.M.
For Europe, &c., India, via Taitou—Per
Pronto on Tuesday, the 23rd instant, at 3 P.M.
For Europe, &c., India, via Taitou—Per
Paranthesis on Saturday, the 27th instant, at
11 A.M.
For Yokohama, Kobe and Nagasaki—Per
Rosella on Saturday, the 27th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, I.C.—Per Empress of
China on Wednesday, the 7th June, at
10.15 A.M.

HER BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.

Hongkong, May 19th, 1899.
Alacrity, despatch vessel, 1,700 tons, 10 6-pd.
guns, 3,200 h.p., Commander A. H.
Smith-Dorrien, Wei-hai-wei.
Algerine, sloop, 1,050 tons, 6 guns, 1,700 h.p.
Com. E. J. W. Slade, Fochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Dayly, Hongkong.
Baifur, 1st class battleship, 13,000 tons, 14
guns, 13,163 h.p., Captain Hon. S. C. J.
Colville, C.B., Yokohama.
Bonaventure, and class cruiser, 4,360 tons, 18
guns, 9,000 h.p., Capt. R. Montgomerie,
Shanghai.
Brick, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wm. Wei-hai-wei.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 h.p., Captain K. J. Jellicoe,
Wei-hai-wei.
Daphne, sloop, 1,420 tons, 8 guns, 2,000 h.p.,
Comdr. C. Winnington-Ingram, Hongkong.
Esch, coast defence gunboat, 363 tons, 3 guns,
200 h.p., Lieut-Comdr. C. Chadwick,
Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402
tons, 5,400 h.p., Lieut-Com. R. Keyes,
Hongkong.
Friedland, 1st class gunboat, 455 tons, 4 guns,
360 h.p., Hongkong.
Grafton, 1st class cruiser, 7,350 tons, 12 guns,
13,483 h.p., Capt. W. Fisher, Wei-hai-wei.
Handy, twin screw, torpedo-boat destroyer,
260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, and class cruiser, 4,360 tons, 9,000
h.p., 18 guns, Captain G. Callaghan,
Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com.
H. J. Davison, Wei-hai-wei.
Iphigenia, and class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Wei-hai-wei.
Linnets, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. P. S. St. John,
Manila.
Phoenix, sloop, 1,050 tons, 6 guns, 1,700 h.p.,
Com. R. P. Cochran, Wei-hai-wei.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. J. Green, Manila.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut-Comdr. S. V. V. De M.
Copper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 25,000
h.p., Hon. H. Lambton, Manila.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut-Com. The Hon. G. A.
Hardinge, Hongkong.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Fochow.
Tamar, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3
guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Hongkong.
Victoriosa, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Yokohama.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
320 tons, 6,000 h.p., Lieut-Comdr. E.
Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Americo Vesputi, Italian cruiser, 1,333 tons,
Capt. Zee, Shanghai.
Bango, Portuguese gunboat, 462 tons, 3 guns,
400 h.p., Lieut. Com. Marques, Macao.
Kaiserin Elizabeth, Austrian cruiser, 4,064
tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, Comdr. Comval-
hosa d'Atayde, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain
Ed. Inconouit, San Mun.
Saida, Austrian cruiser, 2,350 tons, Capt.
Guarde, Shanghai.
Stromboli, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,
5,000 tons twin screw, 36 guns, 9,500 h.p.,
Captain Molas, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Elskiy, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Bolsman, at
Nagasaki.
Dimitri Donstoy, Russian armoured cruiser,
5,803 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witthoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff at Vladivostok.
Grenadately, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Bouche, at Port Arthur.
Koreyley, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Serebrennikoff, at Port
Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandjuriy, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachajoff,
at Vladivostok.
Nasarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Tenrich, at
Vladivostok.
Neyednik, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Ostusny, Russian armoured cruiser, 1,400 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Copriannoff at Nagasaki.
Pantlat Astov, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virens, at
Vladivostok.
Rozita, Russian armoured cruiser, 12,200 tons,
Capt. Domoloff, at Port Arthur.
Ruzhik, Russian flagship, 15,000 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Groupt, at Port Arthur.
Silach, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Baranoff, at Vladivostok.
Stroi Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 h.p., Capt. C. Paranyo, at
Port Arthur.
Sivoch, Russian gunboat, 950 tons, twin
screw, 13 guns, 1,300 h.p., Capt. Astronomoff,
at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000
tons, 10 guns, 8,000 h.p., at Port Arthur.
Vostok, Russian torpedo gunboat, 1,400 tons,
h.p., Com. Molchouky, at Vladivostok.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).

Borj, 1st class, Russian torpedo boat, 81 tons,
3 guns, 2 torp. tubes 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp. tubes 780 h.p., speed 22 knots.
Surovsky, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp. tubes 780 h.p., speed
19.7 knots.
(1st and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Jantichki, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,200 h.p., 22 knots.
Nevarstich, Russian torpedo boat, 87 tons, 4
guns, 2,000 h.p., 22 knots.
Podorskiy, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Siro, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Skorshin, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sochidna, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Strelai, Russian torpedo boat, 73 tons, 1 gun,
220 h.p., 16 knots.
Strass, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungury, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usury, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubossoff.
Flagship of Rear-Admiral Reunoff.

THE FRENCH SQUADRON.

Aspie, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Jourmet, at Saigon.
Bayard, French flagship, 5,608 tons, 36 guns,
4,500 h.p., Capt. Joazeur, at Yokohama.
Beaumont, French cruiser, 1,246 tons, 14
guns, 895 h.p., Captain Ternet, at
Cheloo.
Briffa, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Comte, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Decartes, French protected cruiser, 3,985 tons,
36 guns, 631 h.p., Captain Bernard, at
Nagasaki.
Edouard, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Hay.
Forfait, French cruiser, 2,321 tons, 23 guns,
2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns,
850 h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 10,000 h.p.,
Capt. Chesmar, at Tokyo.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pascal, French protected